



Green Light

Published Monthly by the
Denver & Rio Grande Western Railroad
Vol. 32, No. 8 November, 1971



Green Light

November, 1971
Vol. 32 No. 8

D. J. Davidson, Editor

Member

Association of Railroad Editors, International Association of Business Communicators and Colorado Industrial Press Association

Correspondents

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Western Railroad

THANKSGIVING

The First Thanksgiving was celebrated at Plymouth in 1620. It was a harvest festival, a gathering of friends and neighbors, and a time of games and feasting.

Almost half of the original 102 Pilgrims had survived the first winter. They had labored long and hard to build a village and plant crops. When the harvest was gathered, they celebrated.

In writing to an English friend describing the First Thanksgiving, one of the Pilgrims said, "Our harvest being gotten in, our Governor William Bradford sent four men on fowling, so that we might after a more special manner rejoice together after we had gathered the fruit of our labours."

"And among the rest, their (the Indians) greatest king, Massasoit, with some 90 men, whom for three days, we entertained and feasted, and they went out and killed five deer; which they brought to the Plantation and bestowed on our Governor, and upon Captain Myles Standish and others."

In describing this Thanksgiving, which set the pattern for the traditional American celebration, writers tell of foot races, wrestling, exercising arms (infantry drill) and pitching the bar.

The foot races today are the busy world we live in and wrestle with the problems of the day. Is it asking too much to take stock and count our blessings?

Happy Thanksgiving!

On the Cover

The Rio Grande Zephyr is ready at Denver's Union Depot for its early morning departure for Salt Lake City. Complete with coaches, diner and lounge observation car, the Zephyr is a first-class train in every respect. The Rio Grande is one of the few railroads in the country still operating its own passenger trains.

Eye Appeal and Service Go Together



EYE APPEAL is the bold new look for Denver Metro Transit buses which are painted in white, blue and aluminum with green and white stripes at the bottom.

A bold new system and a bold new look is the result of Denver Metro Transit System's way of attracting new bus riders. The City of Denver purchased the transit system from Denver Tramway by a bond issue voted in by its citizens.

Pollution is a growing concern in all cities and Denver is no exception. To offset this problem and attract more riders, Denver Metro Transit devised new routes to accommodate more potential passengers, faster schedules with lower fares, express buses during rush hours and are repainting the buses for more eye appeal. Response has been most gratifying with more riders each day leaving their cars at home which was one of the worst offenders.

The Rio Grande Railroad is joining in this effort by encouraging its employees to ride the bus to work if at all possible. Route maps, supplied by Denver Metro Transit, have been placed at convenient locations on Rio Grande property for employees. For those living outside the regular route areas, or for those who live out of town and coming to Denver, may park their cars at Mile High Stadium for 25 cents and ride the bus to and from downtown for 25 cents each way, making a total cost of 75 cents. Buses leave every seven minutes during rush hours and every 20 minutes from 9 a.m. till 3:20 p.m.

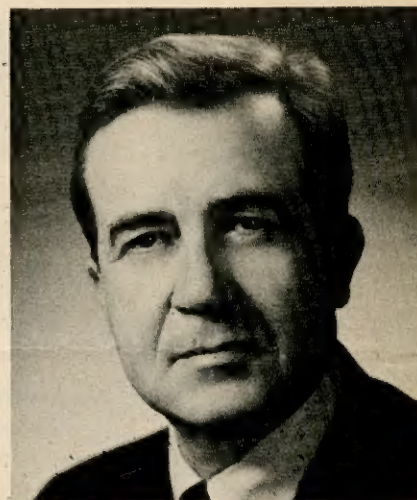
Net Earnings Are Up

Rio Grande Industries' net income for the nine months ending September 30 increased \$2,178,000 over the same period in 1970.

The increase reflects the figures which were restated to reflect 100 per cent ownership of the Rio Grande Railroad and acquisition of Arrow Development Co. on a pooling of interests basis in April 1971.

The coal strike which began October 1 has resulted in a substantial reduction in railroad revenues, and the rate of earnings gain in the first nine months will not be achieved for the full year.

Board of Directors Elects Shilling



Mayfield R. Shilling, president and chief executive officer of Ideal Basic Industries, Inc., was elected to the board of directors of the Denver and Rio Grande Western Railroad at the October 25 meeting.

Shilling, who was headquartered in Denver since 1964, started his career with Ideal Cement Company in Houston, Texas, in 1951 as a sales representative. He is a native of Center, Texas.

He was promoted to sales manager of the Alabama division of Ideal Cement with headquarters in Mobile in 1955. He subsequently held positions as vice president-Sales, Southern Region, came to Denver as vice president and general manager, named executive vice president-Marketing in 1966 and was elected to the board of directors of Ideal Cement.

Upon the merger of Potash Company of America into Ideal Cement Co. in 1967 to form Ideal Basic Industries, Inc., Shilling was elected president of the Ideal Cement Co. division and a vice president of Ideal Basic. The following year he became director of Ideal Basic.

On April 30, 1970, he was elected president and chief operating officer of Ideal Basic, and on March 31 of this year he became president and chief executive officer, responsible for all company operations including the two primary divisions, Ideal Cement Co. and Potash Co. of America.

Junior Achieveers Market Bookends, Candlestick Holders

Grande Rails, a Junior Achievement Company, is commemorating the 100th Anniversary of its sponsoring company, the Rio Grande Railroad.

The J. A. Company, Grande Rails, is marketing a handsome set of bookends made from authentic 30# narrow gauge rail that was used on the original line between Denver and Colorado Springs in 1871. Attached to the welt of each section of rail is a replica of a herald once used by the railroad, "Scenic Line of the World." The bookends are 4½ inches wide, 5½ inches long, 5½ inches high.



THE JUNIOR ACHIEVEMENT program is discussed by George E. Toothaker, J. A. program director, left, with advisors from the Rio Grande, Ray Sinchak, market analyst; Wayne Summers, electrician, and Bob Russell, machinist apprentice.



BOOKENDS and candlestick holders are the products being marketed by Grande Rails, the Junior Achievement Company sponsored by the Rio Grande Railroad, for the current year.

An accompanying product, Grande Rails are offering a set of candlestick holders made of 1½ inch sections of 45# narrow gauge rail. The candlestick holders will also carry the scenic line herald.

The products will be available by mail for those living outside the Denver area. Products will be limited and will be on a first-come, first-served basis.

The bookends are \$5.00 per set picked up at Rio Grande's General Offices, or \$7.00 by mail. The candlestick holders are \$2.00 a pair if picked up, or \$3.00 by mail. When ordering, allow three to five weeks for delivery. Use the handy coupon for ordering.

Grande Rails, D&RGW Traffic Department
P. O. Box 5482
Denver, Colorado 80217

Please place my order for _____ sets of bookends; _____ pair of candlestick holders.

I will pick up at 1531 Stout St., Denver, Colo. ☐ Please mail ☐.

Enclosed please find \$_____ to cover cost plus \$_____ postage. (Tax is included)

Name _____

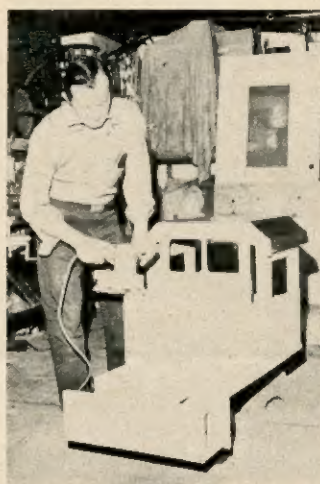
Address _____

City _____ State _____ Zip _____

RECENT APPOINTMENTS

J. W. Barge, District Manager Atlanta
J. A. Corrado, Tracing Reconsigning Clerk Chicago
W. H. Ducommun, Market Analyst Denver
R. J. Gutsell, District Representative Chicago
A. F. Holman, District Manager San Francisco
J. F. Justice, Diesel Maintenance Supervisor Pueblo
L. W. Leger, Office Manager Chicago
W. C. Mayberry, Office Manager Sacramento
D. E. Pricer, District Representative Sacramento
T. L. Rudmann, Jr., District Manager Pueblo
C. R. Sartin, General Mechanical Foreman Pueblo
A. G. Shearer, District Manager San Jose
J. A. Stauffer, District Manager Houston

Rio Grande Diesel Bar Cart



WALTER BIRCH is shown sanding the hood of a diesel bar cart in his workshop.



THE COMPLETED BAR CART is completed and Walter's wife, Helen, shows how the cooling compartment works by lifting the hood. The top is used to serve the guests, extra glasses are stored in the cab section, and the running board on each side holds the surplus beverage.

A hobby that could well turn into a lucrative vocation has been achieved by Walter Birch, diesel maintenance supervisor at Denver.

Looking at a photo of one of Rio Grande's diesel locomotives, Walt hit upon the idea of making a bar cart or tea cart in the form of a locomotive.

Drawing up his own plans, he went to work with plywood, wheels, casters and assorted wires and tools. When he finished he had a bar cart that stood 33½ inches high, 44½ inches long, and 20½ inches wide. Painted in Rio Grande colors, the bar cart is adaptable for indoor or patio use. To hold the various accessories, glasses may be stored in the cab section, while under the hood is space available for ice and cold drinks. The top of the cab is just right for serving various drinks.

Walt estimates it takes about 18 hours in his spare time to cut out and assemble one of the units. He has made several for friends, and anyone interested in acquiring one of these unique bar carts may contact Walter Birch, 2845 Newland St., Denver, Colo. 80214.



Riding the Zephyr is a Pleasant Way to Travel

When AMTRAK took over running passenger trains, the Rio Grande Railroad determined to refurbish its Zephyr train that runs between Denver and Salt Lake City. Running the Zephyr was a requirement as the Rio Grande did not join AMTRAK. Decision was made to make it one of the cleanest and most pleasant ways to travel between the two cities.

Operating on a tri-weekly schedule, the Rio Grande Zephyr leaves Denver on Monday, Thursday and Saturday, with a departure from Salt Lake City the following

day. This schedule left Wednesday the only day available for upgrading and refurbishing.

Work was scheduled to make the necessary changes while the train was in Denver. Crews would concentrate on each phase of the refurbishing program. More than one project could be worked on at one time. The only requirement was that whatever was started had to be completed in order for the car to be ready for the run to Salt Lake at 7:30 a.m. on Thursday.

The lounge car, Silver Sky, was the first to receive an inside face lifting. Painted a light beige brightened the interior surroundings. Turquoise padded carpet was installed in the dome section. Seats in the lounge section were covered in a russet and gold combination while seats in the dome were done in a green and gold material. The buffet portion of the car has seats in a rust material and a light oak overlay was installed on the table tops. A pleasing effect was accomplished with the installation of apricot drapes, replacing the venetian blinds, which blended all the colors, enhancing the beauty of the car.

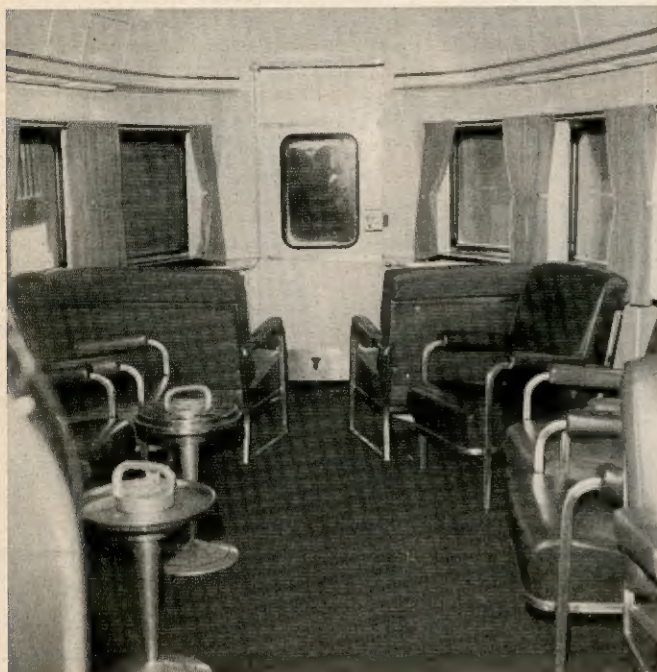
The lounge car was completed in September and brought oooohs and aaaahs from all who were privileged to see it.

The dining car, Silver Banquet, received a new coat of paint on the interior. Chairs were recovered and new drapes adorn the windows. With tables set in white cloths and gleaming silverware, it makes for a pleasant way to dine with a cuisine second to none while seeing the beauties of the Rockies.

Other cars undergoing refurbishing are two vista dome coaches.

Riding the Zephyr is a very pleasant way to travel.

Come Ride With Us!



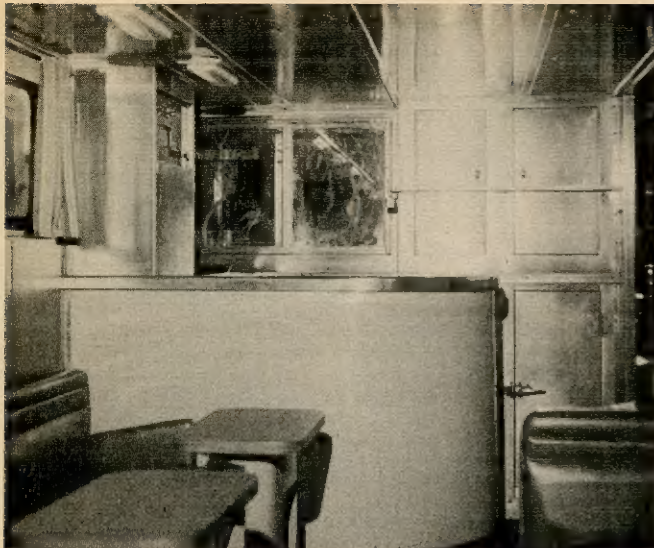
THE LOUNGE, as seen from the stairway to the vista dome, with its new drapes, seat covers and paint scheme, lends a pleasant, relaxing way to travel between Denver and Salt Lake City.



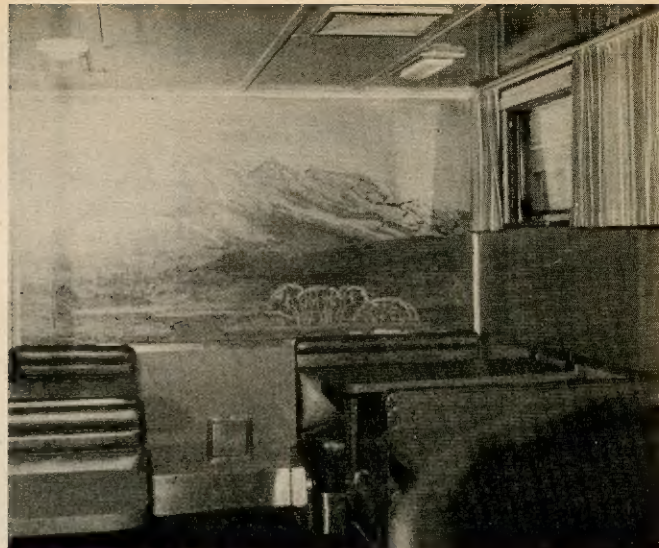
THE VISTA-DOME, after refurbishing, is a pleasant way to see the beauties of Colorado and Utah.



THE DINER was spruced up with a new paint scheme, recovered chairs, and new drapes. To make the journey complete, employees, above, from left, Leon Smith (waiter), George Read (cook), Gilbert Espinosa (cook), Mil. Lundquist (steward), and Willard Davis (waiter), are ready to serve the dining traveler. (This is one of two crews on the R G Zephyr.)



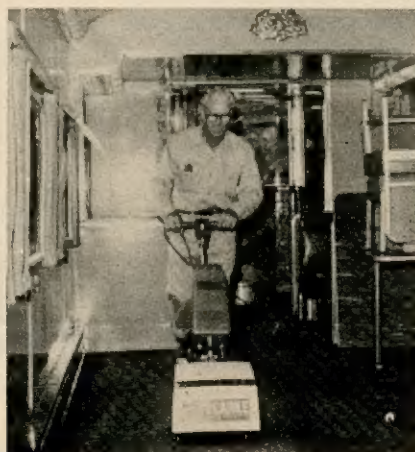
THE BAR AREA, with its gleaming stainless steel, gives a very ship-shape appearance.



THE SNACK BAR tables were given new tops. Paneled walls and drapes make a pleasing atmosphere.



VICTOR FRANK, electrician, overhauls the automatic door opener in the dining car.



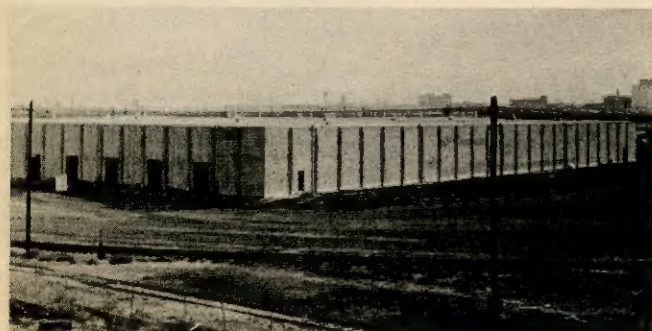
MARVIN McKINLEY, carman, gives the carpet in the dining car a thorough cleaning.



DARRY TARULLO, sheet metal worker, completes the fitting of a simulated wood panel above the writing table in the lounge section.

Huge Warehouse to Go Into Operation in December

Rio Grande's Industrial Development Department announced the lower downtown railroad yards is the site of a new development venture by two Beverly Hills, Calif., investors and builders, Charles Goldman and Allan H. Liebert, who joined with Albert Appleman, former president of Rocky Mountain Warehouse Co. in the APCO Distribution Center venture.



APCO DISTRIBUTION CENTER'S new warehouse is located near Rio Grande's downtown rail yards. The 90,000 sq. ft. structure will be ready for operation in December this year.

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The warehouse, 90,000 square feet with 24-ft. ceilings, automatic sprinklers, is expected to be ready for full operation in December. Four rail doors will accommodate four freight cars for simultaneous unloading. Food products of every type will arrive by rail and be delivered to retailers by truck. The site occupies 6½ acres.

Goldman and Lieberman made a nationwide tour looking for potential investment sites and came to the conclusion that "Denver has one of the healthiest economic climates and growth potential in the United States."

There are two more sites available in this area with access from 19th Street and the 16th Street viaduct for quick connection with the Valley Highway. A new street has been constructed to serve the area and all utilities are completed.



ALBERT APPLEMAN is pleased as construction progresses at the new downtown site.

Vacationers Set Record on Silverton Train



THE SILVERTON TRAIN is approaching Rockwood as it travels north from Durango to Silverton.

An event in the history of the Silverton Train happened on the 26th of September when Col. Conrad Peterson, retired, stepped up to the window in the depot at Durango to purchase his tickets for the Journey to Yesterday aboard the Silverton.

Amos Cordova, agent, refused to sell him a ticket and the La Plata County Sheriff, who had been scanning the long line of customers, stepped up and asked Peterson for some identification. The flustered Peterson was startled and looked from Cordova to the sheriff. When no explanation was given, he slowly reached for his wallet wondering what it was all about. Amos Cordova then explained he was the first to purchase a 100,000 ticket on this famous train in one season.

He went to the car and brought his wife into the station where dignitaries from the city and the railroad met them. Flashbulbs popped for the press as they were presented with more than \$2,000 in gift certificates from the Durango and Silverton merchants. This was to be a long-remembered trip as they returned to their home at Albuquerque, New Mexico.

When the final count was reached on October 3, 102,952 passengers had ridden the Silverton Train between Durango and Silverton in 1971. The train operates the 45 miles between the two cities from Memorial Day through the first weekend in October. During the height of the season, two trains are operated.

Built in 1882, overcoming many obstacles during its construction, the railroad carried ore from the mines in the Silverton area to the smelter at Durango. Passenger



THE NARROW GAUGE ROADBED had all but disappeared after the floodwaters had subsided in September, 1970. Scene is near Tacoma.

trains were run to accommodate those living in the mining region. When built, little did they realize this 45-mile stretch of railroad would become a nationwide tourist attraction.



ALL ABOARD! Fully restored, the Silverton was in operation on Memorial Day, 1971. The second section is shown leaving Durango during the busy tourist season.

On September 5, 1970, a flood caused by heavy rains roared out of the narrow canyon ripping out rails and roadbed forcing the cancellation of the Silverton Train for the season. Railroad crews worked many hours during the winter months and with great expense, the line was restored and ready for the influx of tourists on Memorial Day, 1971.

Each year more tourists travel to Durango to ride the last scheduled narrow gauge passenger steam train. Vacationers have discovered the sheer fun and inspiration in this "Journey to Yesterday." They can experience the pioneer Rocky Mountain railroading as it really was, and live again the exciting days before the turn of the century when the narrow gauge route up the Animas River represented the very ultimate in modern transportation. Needless to say, to avoid disappointment in not being able to ride the train, reservations should be made before arrival at Durango, as it is usually sold out in advance.

The Silverton Train is a Registered National Historic Landmark and a National Historic Civil Engineering Landmark.

Travel Bags Are Offered—Order Now!

The Silverton Travel Bag, featuring Rio Grande's popular narrow gauge train and locomotive 473, is being offered for sale by the System Veterans' Clubs. This utility travel bag is white vinyl, trimmed in black, 14½ in. long, 9½ in. high, 6¼ in. wide, zipper top opening, regular handles, side pocket, artwork and lettering in gold and black, \$2.25 each plus 50 cents postage.

Send check or money order to:

**Rio Grande Veterans' Club
Denver & Rio Grande Western Railroad
P. O. Box 5482, Denver, Colo. 80217**

Please send me _____ travel bags at \$2.25 each plus 50 cents postage to:

Name _____

Address _____

City _____

State _____

Zip _____

Check or money order in the amount of \$ _____ is enclosed.

Oxygen Kits Demonstrated

WHY COVER UP a pretty face? In this case it was the proper use of oxygen kits which are available in the various departments for employees in case of emergency. Vern Haas, left, holds the canister while R. E. Davis demonstrates how the mask should be worn with Marie Murray assisting. Demonstrations were held in Denver's Traffic Department.



RIO GRANDE VETERANS CLUBS

PRESENT:

The Silverton



TIE BARS

K-28-G—Gold Filled Tie Bar.....\$3.25 K-28-S—Sterling Silver Tie Bar.....\$2.50

THE MONTEZUMA



TIE BARS

	Plain	Enameled
Silver Plate.....RG-11	\$2.50	RG-11E \$3.00
Gold Plate.....RG-12	\$2.50	RG-12E \$3.00
Sterling.....RG-13	\$4.75	RG-13E \$5.40
Gold Filled.....RG-14	\$5.50	RG-14E \$6.25

TIE CHAINS

Sterling Enameled.....RG-9E	\$5.40
Gold Filled Enameled.....RG-10E	\$6.25

BOLA TIES

(with Montezuma Clips)

Sterling Enameled.....RG-21E	\$4.75
Gold Filled Enameled.....RG-22E	\$5.00

CUFF LINKS

	Plain	Enameled
Silver Plate.....RG-15	\$3.50	RG-15E \$4.50
Gold Plate.....RG-16	\$3.75	RG-16E \$4.50
Sterling.....RG-17	\$5.75	RG-17E \$6.25
Gold Filled.....RG-18	\$6.50	RG-18E \$8.00

TIE TACS

Sterling Enameled.....RG-25E	\$3.50
Gold Filled Enameled.....RG-26E	\$4.00

BRACELETS

Sterling Enameled.....RG-3E	\$4.25
Gold Filled Enameled.....RG-4E	\$4.75
Charm Only—Gold Filled.....RG-24E	\$3.75
Sterling.....RG-23E	\$3.25

ORDER FORM

Mr. Edward M. Clark, 2701 South Utica, Denver, Colorado 80236

Please mail to me via parcel post the following items offered by the Rio Grande Veterans' Clubs:

Item No.	Quantity	Description	Amount	Mail Charge Plus Handling	Total
				30c per item	\$
				30c per item	\$
				30c per item	\$
				30c per item	\$

(ATTACH ADDITIONAL SHEET FOR LARGER ORDERS)

TOTAL \$

NAME (Print)

ADDRESS (Print)

CITY

STATE

ZIP

IMPORTANT: Check or money order for total amount including mail and handling charges must accompany your order. They will be your receipt.

Rail CHATTER on the Grande

Alamosa

By Lee Jordan

It isn't every painted dolly who comes already equipped with self-grown fur stole as the one who appeared at the Cox home on Sunday evening, October 24, for the Halloween Party. Conductor George Kingery won a prize for the "Hot Mamma" get up. Mrs. Kingery looked just as nice as Fred Astaire in her man's suit and straw skimmer.

There were gypsies, pirates, fine ladies and tough gents who made their appearance at the party. Pleasant refreshments and games rounded out the evening and were enjoyed by the Vet's Club.

Scrapers at the shops are cleaning up the premises, which takes time, but will make safer walking now that snow time is here. We even hope for a roof on part of the locker room before 40 below comes to Alamosa.

Plan to have a talk with Lee Otteson, engineer, regarding his horse who elevated him from the saddle and let him down quite roughly on the saddle horn on one of his kidneys.

Salida Comments

By Maribee*

Railroad men who dine at Neill's Cafe enjoy looking at "baby" pictures. Mae Prunty is the owner and manager, and for many years has been associated with cooking for railroad men, starting first in Utah when her late husband, Neill, was a partner in the venture.

Mae adopted "Mitzi" when she was ten days old and brought her up the first few weeks with a doll bottle filled with a special baby formula. Mitzi's mother was poisoned, and the babies would have died without kind adoptive parents like Mae.

Mitzi is a cross between a chihuahua and something else, but cute as the dickens. Now she is fat and sassy and can feed herself. Mae has pictures taken regularly of her to show restaurant patrons.

Mitzi already shows the temperament of the female sex. One of the waitresses knitted a sweater for her because of the cooler temperatures now prevailing. When Mae tried to put the sweater on the pint-sized pooch, she received a bitten finger for her efforts.

Continuing with the animal stories, there is another episode of the Williams-Cassidy team of feeding the Sackett Street alley cats. One night your reporter stepped out with the usual cat fare when she stopped dead in her tracks. There was a new kind of kitty who had joined the clan—a black one with a bushy tail and a white stripe down its back. The story was told to Engineer Williams who appeared to doubt the sobriety of the tale-bearer. Then one night when he drove up to his apartment, Dave noticed, following alongside his pickup the same white-striped kitty. He didn't want to get acquainted with the newcomer, either, but he said, "Be sure it gets its share of the cat food."

Enjoying lunch together every noon are two ex-railroaders who like to reminisce about the days when they were part of the "old pike." One is John Hughes, former chief clerk to the trainmaster at Salida, who has been associated with the city as treasurer; the other is Nick Edlund, retired agent, now serving as police magistrate. Both Nick and John like to talk railroading with any current railroader who happens along. A visit to Nick's trailer will inspire him to play recordings of the Sil-

verton Train and other steam trains whistling along.

Retired engineer, Frosty Clare, has something to keep him busy now. His son gave him a pedigreed miniature pug, also named Mitzi. This lively youngster keeps Frosty on his toes.

Mrs. Leonard T. Clark, wife of Salida agent, didn't let the first severe snow storm of the year change her mind. She departed on that date for a week's visit to a son living in Venice, Calif., whom she hadn't seen for some time.

Yours truly will have a bit of news to include in the Christmas letter sent out annually to inform friends of what took place during the year. We will be included in "Two Thousand Women of Achievement in 1971." The book should look nice alongside the one "Foremost Women in Communications," which honor came two years ago.

With Leadville blood running through our veins, we can't resist letting all know they can now visit the former "shady" street of the old town and be in style. A former Idaho Springs man purchased the old Pioneer, an institution on State Street since the days of '79, and turned it into a fashionable supper club without changing the old-time decor.

Now, while dining on first-class food, you can see one of the oldest and most beautiful back bars in the state and the many bullet holes in the walls which are part of its bawdy past.

It was a pleasure to receive a card from Larry Crittenden, retired auditor, and his wife who enjoyed a jaunt to Europe in September.

By the time you read this, most of the Salida men who picked up the disease, "buck fever," should be well.

*Mary B. Cassidy

Provo

By R. R. Rackele

Fred Simmons, retired section foreman, is recuperating from an auto-pedestrian mishap. Monte Yates' mother-in-law is hospitalized following a heart attack. Rudene Rackele is recuperating at home following surgery. Mrs. Stone has undergone hip surgery, and Bob Brown, agent, is in the hospital for surgery.

Pleased to report that A. S. Reid is back on the job following a bout with the flu.

Auto accidents have claimed the lives of the following, and sincere condolences are conveyed to the families; Bob Brown's mother-in-law, R. C. Lewis' sister-in-law, and the sister of Ray Clayson.

Mrs. White of Thistle passed away at the age of 72.

Vic Griffith plans to learn to do the hula while he and his wife vacation on the island paradise.

The new car bug has hit Provo. Seen in their new conveyances are D. B. Bringham, H. W. Bywater, Bob Sanford, Rudy Rackele, S. T. Jackman, Monte Yates, Bob Pace and C. G. Brown.

Hunting season must be the ideal time for vacations as many railroaders became nimmers for a time.

Jay Willden is filling in as agent at Geneva yard office.

The Provo Vets Christmas Party will be held on Dec. 17 at 6:30 p.m. in the Provo Utility Bldg. All Rio Grande employees are welcome to attend.

Helper

By Dom Juliano

Congratulations to Elvin Haycock, machinist, and Charles Needles, fireman, on their recent retirement.

George Zamanatakis is vacationing in the mountains hunting deer. Rumors have it that he and his hunting party have been stranded by the snow and unable to get their campers and trailers out. Mother Nature did play a dirty trick on the hunters this year, as it rained and snowed continuously for the first two days of the hunting season.

Steve Zamantakis, son of George, did pretty well while elk hunting when he snagged a two-point elk.

The Ern Gardners had their son and grandsons home for the deer hunt. Grandpa took the boys hunting, but he has not reported good or bad luck.

The VanNattas were happy to have their two daughters and their families home for a few days.

Congratulations to William Nielsen and Melvin Baughman on their initiation into the Elks. Congratulations to Spike Moynier, fireman, on his recent engagement.

Happy to see Luca Cormani back home after a brief stay in the Holy Cross Hospital at Salt Lake.

Ern Gardner, retired conductor, is going to try his hand at politics. Ern is running for City Councilman on the Democratic ticket. Ern and wife, Lucille, have been busy campaigning. Good Luck, Ern.

Colorado Division

By Anne Darling

H. W. Egley, retired chief dispatcher, stopped by the office to say hello last month. Harry looks good and is enjoying his retirement.

Bob Davis and Lew Amicone are both recovering after surgery in October.

Wells Knapp and family spent an enjoyable vacation in Iowa visiting friends and relatives. Ken Jacobsen vacationed in Michigan and the north, while Mal Harman spent some time in the south.

Colorado Springs

By Jim Kennedy

R. R. Evans, working foreman, enjoyed a fishing and camping vacation. He had some good luck fishing with some nice pictures to prove it. H. T. Sothman, track supervisor, had plans for his vacation, but the flu bug had other plans for him, so he rested and took care of himself.

Earl Wells, carman, visited family and friends in North Dakota. W. T. Kennedy, cashier, enjoyed watching the World Series on TV while on vacation. Frank Garcilaso, section foreman, had one of the most enjoyable trips when he visited Mexico.

W. W. Willard, engineer, journeyed to New Mexico, Arizona and Mexico and had a very nice time. E. S. Lindsey, chief clerk, is doing very well since his heart attack and is expected to return to work soon.

General Office

Transportation

Jack Thode, budget analyst, was the principal speaker at a meeting of The Westerners, an international group of men interested in preserving Western history. Jack chose as his topic "A Century of Passenger Trains on the Rio Grande."

Sounds of a steam train entering the station were heard prior to his dramatic entrance dressed as a conductor in turn-of-the-century conductor's uniform complete with beard, gold watch with chain, keys, ticket punch and an old-time lantern. He skillfully told the audience of the many passenger trains and their names that once plied Rio Grande rails from the first excursion train from Denver to Colorado Springs on October 26, 1871, up to the present Rio Grande Zephyr and Silverton.

This was a natural for Thode as he is an historian of note and has done considerable research on Rio Grande passenger operations.

From the Top

By Irene Stevenson

The vacationers are still returning. Rosemary Wiemeyer has returned from a two-week trip to Tucson, Ariz., where she and her family toured the Indian ruins and visited the desert museums. Glenn and Helen Keller vacationed at Las Vegas where Glenn lost a little and Helen accumulated some more.

Pat Fick got as far as Estes Park and Casper, Wyoming. She's promising herself that she'll make it to Jackson Hole country next time.

Would like to add our bouquets to the rave notices in the Denver newspapers for the fine performance of Barbara Rumsey in the Denver University production, "The Play Is The Thing."

Congratulations to Brian Curd, 16-year-old son of the Chuck Curds, who won fourth place in the No. 3 singles of the State Tennis Tournament.

WANTED: One ship with a load of household furniture moving from Hawaii to Denver. The orange crates at the Omeron house are collapsing.

In the next issue we'll be thinking about winter, but Dick and Ginny Schulte are way ahead of us; they're already eager for the ski season to start.

Management Information

By Bessie Strange

We are all very proud of Ann Dal Vera, daughter of Roger and a graduate of Marycrest High School, who has entered Utah State University at Logan, Utah. She recently earned a total of 60 credits by scoring between 450 and 600 on each of five College Level Exam Program tests administered by the College Board. The results of these tests have ranked her as a second quarter sophomore. Congratulations, Ann!

Fall vacations are varied. Jerry Richard and Dick Weyna stayed around home; Herb Johnson had surgery—looks better, too; and Carol Moore trekked to Hawaii.

A quick recovery is in order for Jerry McCauley after surgery in the hospital. He has returned to work. Dale Gipe is something else. He dropped a pool table on his foot and broke a toe. Jerry Rickard has his foot out of the cast. He won't tell how this happened; just keeping it a secret.

Welcome back to Joe Warrick. You've been gone too long, Joe. Also a big welcome to Pat Seprish and Keiko Watanuki who have been furloughed.

Green Light

Communications

By Jack Halfacre

Handling his last "squawk box" (intercom) maintenance call in the Rio Grande Building, Axel Stor, telephone and telegraph maintainer for the last 37 years, left the railroad for a life of retirement ease on October 31.

Axel, a native of Sweden, left the Western Union Telegraph Co. to join the Rio Grande in 1936 as a telephone installer, the year the first Teletype machines were put in service under the direction of A. S. Hunt, then Superintendent of Communications.

During his long service with the railroad, "Ax" worked in a variety of locations installing and maintaining inside and outside plant equipment. His headquarters included on-line stations at Grand Junction, Salida and Pueblo before he was transferred to Denver 23 years ago where he spent his remaining service time headquartered in the Rio Grande Building.

Axel really enjoyed his work. His pleasing personality, recognizable accent and ready wit made him a popular employee to all who had contact with him.

Future plans include completing the remodeling of his home and, if the weather turns cold, the Stors will head south for a winter vacation.

The Stors have three sons, Ricky, Randy and Rod, two of whom have had service with the Rio Grande Communications Dept.

His many friends presented the Stors with a Zenith portable TV to while away the long winter evenings and a beautiful corsage for his wife.

System Freight Agency

By Charles Cutforth

Condolences to Bill Benson on the loss of his father who passed away at the age of 91.

Pat Kemble is rejoicing at the return of son, Norman, who received his discharge from the U. S. Navy after service in the Pacific.

Belated congratulations to Bernie Dee for bringing home a trophy from last month's golf tournament.

Thought: That last little drink for the road may be a grave mistake!

Car Service

By Manfred Bauer

While it is true JoAnn M. Fahrion plies her vocation on the "iron horse," it's the real flesh and blood variety she's seen astride on weekends. The expert young horsewoman boards out her two mounts, 30-year-old Pete and 6-year-old Firefly, near Broomfield. It is there on any weekend the weather holds out that JoAnn can be seen giving her beloved equines a workout.

Charles and Pauline Tobiassen were in Boulder, Oct. 9, to attend the wedding of his brother, Thane, to Faye Warneke. The newlyweds, both former Nebraskans, will make their home there.

Vacationing in El Paso, Texas, and Juarez, Mexico, were Dutch and Lydia Ackles. They had an enjoyable time.

Grandchild No. 10 arrived recently for the Lloyd E. Selbys with the birth of Jeffrey Lee to Glen and Carolyn Selby. This is the young couple's fourth child.



Traffic Dept.

By Bob Hulstrom

Sincere condolences to E. K. Yaeger, district manager at Pittsburgh, and family in the loss of his wife.

Richard "Dick" Gutsell has been appointed district representative at Chicago.

A welcome to new faces in the Traffic Dept. William H. Ducommun has been appointed market analyst at Denver, and J. A. Corrado has been assigned as clerk in Chicago.

Congratulations to B. C. "Yogi" Josephson, district representative at Salt Lake City, who has been elected to the Board of Governors of the Salt Lake Transportation Club for 1972.

Revenue Accounting

By Walter Brooks

Martin Eskildson and Clem Anderson were downtown visitors this past month. Both are healthy and full of vigor. Dicie Andrews was in the office for a short visit and is enjoying her retirement.

Dick Watson didn't reveal what he did while on vacation. Jean Linville worked around the house while on her vacation.

Welcome to Ralph Fowler who transferred from Car Accounts to this department.

Jim Jamison and wife, Ella, flew to Bloomington, Ind., for the dedication of an art showing of her deceased brother's paintings. The family and relatives were the honored guests at the University of Indiana.

Larry Crittenden was in the office this past month with a wonderful description of a very enjoyable European tour. Ten countries in 22 days, wonderful shows, good eats and breathtaking scenery were among the interesting events of the tour.

The Clarence Evans and Leonard Suhrs recently returned from a trip to Hawaii. They visited the outer islands and Honolulu and had a wonderful time. They saw many things they had missed on previous trips. They also visited many friends and were entertained at the beautiful Oahu Country Club.

Rita Baca and baby were visitors this past month. Both are fine, and Rita is quite proud of her new son, Gregory.

Bill McFarland looks well and rested after his two-week vacation. Al Green spent his two weeks in a whirl as his daughter suffered a relapse and had to be brought back from California. Charles Bradford and Richard Eggleston are full of enthusiasm now that they have returned from their vacations.

Salt Lake Vets

By F. C. Krauth

The Salt Lake Vets had another successful potluck dinner on Oct. 8, which was well attended. Bingo was played following the dinner. H. E. Rugg and L. M. Walters were in charge.

The next social will be the Annual Thanksgiving Party to be held on Nov. 19, at 6:30 p.m. in the Rail Ops Credit Union Building, 37 West 1700 South.

The Annual Christmas Party will be held on Dec. 29 at the Senior Citizens Building, 237 S. 1000 East at 6:30 p.m. This will be a potluck dinner and dance with entertainment and door prizes. Please bring your own dishes and silverware. This will be the first adult party, and all employees and retired employees are urged to attend. The Vets Club will furnish the turkey or ham, rolls, coffee and soft drinks. Remember the date, Dec. 29.

Page Nine

Grand Junction

By Almeda Flint

After Ruth and Andy's flying trip to Miami, Ruth is working as secretary while Carl Consalus and wife are on a month's vacation to the Ozarks. Roy "Bud" Weaver is relieving as agent at Thompson while the Jim O'Neils are vacationing.

Something is bugging me—Just how much energy would one have to use to rake leaves—to end up in a cast and on crutches?

Believe Earl Doolittle, retired conductor, stopped by just to brag about enjoying his pension so much that he doesn't always take an offered carpenter job if he happens to be in a lazy mood. Ray Cheedle, retired carman, and still active in photography, says he is busy all the time trying to keep up with picture taking. He spends much of his time taking passport photos and now is doing some projects on ranches and other real estate items. Both Earl and Ray seem as chipper as can be as is former road foreman, Frank Green, who mentioned they are taking a trip to Mobile, Ala., to visit their son.

Have noticed other retirees enjoying the warm fall weather visiting the shopping park; i.e., Harry Mott, conductor, and Trainman Organ, also B&B Helper Towns.

Sorry to hear that Mrs. Eddie Gries and Mrs. Francis Morgan have been hospitalized recently. Best wishes to both for a speedy recovery.

Darwin and Karen Lombardi's car sustained quite a bit of damage when they were involved in a rear-end collision while stopped for a red light, but someone else didn't. Luckily neither of them suffered more than bruises.

Sincere condolences to the Lafe Young family whose son, Stanley, died as a result of an auto accident in which Danny Price, conductor, sustained a broken nose and bruises, and Roy Pierce, trainman, sustained serious injuries but is reported to be on the mend. Stanley was an engineer east of Grand Junction.

Deep sympathy to the Mike Springers on the loss of their son, Kirk, in a mine accident.

Word has reached us of the death of Frank Jones, retired dispatcher. Jones worked as a dispatcher for several railroads before joining the Rio Grande in 1918. He was 80. Sincere condolences are extended to his wife and family.

Burnham Notes

Diesel Shop

By Elmer Schaefer

The George (Jim) Breuchs are in Los Angeles to be with the new arrival as grandparents. Jim retired as machinist inspector after 50 years of service. The Rueben Bauers toured the midwest and central states.

The H. C. Kappelmans wanted to visit the lighthouses in Maine only to find out that no tours were allowed after traveling all that distance. Charles Frost and wife went through the Redwoods in California on their way to visit relatives in Oregon. They toured a table manufacturing plant and learned that the wood they use is myrtle and very hard to scratch when finished.

The H. F. Owens were added to the winners of the Mach. 26 Club recently.

Sympathy is extended to the Charles Craig family in the loss of his father.

Shop visitors who had time to check with us were Robert Blackburn, Joe Lucarelli, Mike Capra, Jim Partney, Tommy Laundner and Charley Tartaglio.

Page Ten

Condolences to Glenn McGaha and family on the loss of his mother.

Best wishes follow Alex Buzard, stationery engineer in the Power House, who retired with 34 years of service.

A speedy recovery is wished for our sick and ailing which include P. E. Stallings, D. Allen, L. E. Chaney, Ray Burks, W. J. McCall, Nathan Jones and John Nash.

The Lee Ellsworths visited relatives at Burlington, Colo.

The elk hunters from the shops came back empty handed. Adolph Candelaria, Ben Fox and Jerry Aites reported a near mishap in their camper when fire from a leaky Coleman lantern ignited Ben's coat.

The Martin J. Kross family report that their granddaughter, Sharon Dian Fraser, was united in marriage to Edward Anthony Hertsing on Oct. 30 at Globeville, Colo.

Clayton Robert Agee was selected for "Who's Who Among Students in American Universities and Colleges for 1971-72." Clayton is the son of Robert Agee, diesel foreman. He was chosen for his good scholarship, leadership, academic activities, citizenship and service to Adams State College, honorable conduct on and off campus and promise for future success.

Store Dept.

By Bill Moeller

Luis Duran, long-time clerk in the Store House, elected to take his retirement on October 29. Luis joined the Rio Grande in the Alamosa Store Dept. in 1935 and was transferred to the Burnham Store in December, 1950, as a clerk. His last position was order clerk.



BEST WISHES were bestowed on Luis Duran, right, at the time of his retirement by Pete Dimitroff, storekeeper.

Luis will be missed by his many friends and co-workers. He was a very conscientious worker and was well liked by all those who worked with him.

All wish him many happy retirement years.

Joe Jamieson, shipping clerk, is out after a big elk while on vacation. Wish him good luck and hope he keeps his powder dry.

Jerry Hart, storekeeper, is vacationing in Western Colorado and is also trying for an elk.

West Slope Vets

By Bill Easley

A joint meeting of the Vets Club and Auxiliary was held on Oct. 20, at which time it was decided to hold the election of officers on Nov. 13 at the Lincoln Park Auditorium. This will be a dinner meeting with turkey and all the trimmings on the menu. Each member will be notified.

Plans are also being completed for the Annual Christmas Party. Date for this very special event will be Dec. 20 at the Grand Junction High School Auditorium. Complete details will be in the December issue of the *Green Light*.

Motor Way

By Joe P. Walsh

Salida

Frank Dominguez, line driver, has received word that his son, Sp-4 Danny, has been awarded outstanding commendation from the Army for heroism under fire. He was awarded "V" Device for heroism in military operations in Vietnam, earned while he was serving as a senior scout on a reconnaissance patrol in Thua Thien Province. Danny's element came under intense enemy fire during which he was wounded. In spite of his wounds, he was able to deliver suppressive fire enough to force the enemy withdrawal. He was finally evacuated. Eight months of his year-and-a-half service has been spent in Vietnam.

Alamosa

George McLachlan, asst. terminal manager, is a proud grandfather. His wife is having a hard time keeping buttons on his shirt. Andy Ortega and his wife ended up third in their mixed doubles league this summer. Andy's wife held up her end of the deal, but Andy had a hard time breaking 110.

Terminal Manager Ringle expects to become a grandfather sometime in January—more buttons to pop. Joe Paul Mora's boy was on one of the ships at Hong Kong Harbor when the typhoons hit there. Fortunately he was unhurt and may be coming home soon. Terry Gibbs from the dock is finally finishing his garage which he started the first of the summer. When he finally finishes, we're having a garage warming.

Montrose

Two Montrose dockmen, Robert Culver and Wesley Schrum, were among volunteer firemen pictured in a special *Montrose Daily Press* Roundup feature edition. Another dockman, Fred L. Culver, retired as a fireman after twenty years' service with the 25-man department.

Eugenia Beasley, clerk, was away for some three weeks during the illness and death of her father, S. J. Beasley, at Ridgway.

Ernie Sigler, road driver, and family enjoyed a motor trip to the Ozarks and Oklahoma. Little daughter, Karen, was hospitalized several days upon their return with strep infection and complications.

Gunnison

Congratulations to Terminal Manager and Mrs. Everett Marsh on the birth of a daughter, Micki Michelle, on Aug. 31. This makes the count at the Marsh house three girls and two boys.

Denver

Deepest sympathy to the family of Fred Maurer who passed away while on duty as a mechanic in the shop on Sept. 30.

Best wishes to John A. Bandemer, road driver, who retired on Sept. 30 after nearly 24 years of service as a driver to both Larson Transportation Co. and Rio Grande Motor Way. New car owners include Joan Gray, Nellie Wainer and Alice McGraw.

Nellie Wainer's daughter will be returning soon from Germany where she has been living with a family learning to speak German. She plans to major in languages in college. Caroline Green was a visitor at the General Office on her way to a new position as cashier at Colorado Springs. Wally Fletcher, general traffic manager, combined business with pleasure when he spent part of his vacation at San Francisco with his family.

Welcome to Sandra Anderson who is the new secretary to the manager of transportation.

Motor Way people were saddened to learn of the death of Henry D. Bell on Sept. 19. He had been retired since 1959 as a sales representative for Motor Way for many years.

Rio Grande

Ogden

By Frank Burch

Congratulations to Dan Loughran, retired trainman, who celebrated his 95th birthday on Oct. 21 with a dinner for family and grandchildren. Dan has been a member of the Railway Trainmen for 70 years.

Claude and Leona Combs, along with the Vic Griffiths of Provo, have returned from a two-week vacation in California and Hawaii. They enjoyed themselves to the fullest; however, the pretty girls and the 75 degree weather were too much, so they returned to enjoy the winter weather.

Back from his tour of Europe is Leonard George who visited Bethlehem, Calvary Hill, Amsterdam, Rome and London. He says the only way to enjoy the sights is to see them in person.

Ogden welcomes back, after a six-month leave, Catherine Jones. It is good to have a lady in the office again to keep us on our good behavior.

Earl Russell tells this story of his hunting trip about how he shot the eyes out of a six-point buck deer and then led it to camp where it bled to death.

Denver Vets

By Kathryn Schneider

After a delicious potluck dinner at the September meeting, with about 70 members in attendance, we were entertained by a group of young people, The Metropolitan Singers, with singing, tap dancing and accordion selections.

Some of the members chose to travel during October. Charles and Foyle Troxel accompanied by his sister from California visited a brother at Gentry, Ark. The Peltas are touring the Ozarks. Bill and Gertrude Freeland journeyed to the northwest. Iva and Lee Andrews visited relatives in Kansas. Gery and Alice Cutshall spent their vacation at Albuquerque and Phoenix. Ed and Hazel Ramey went to Kansas to visit relatives and Frosty and Myrtle Layton moved to Phoenix for the winter.

Omah Swanson has been in General Rose Hospital for hip surgery. Wish her a speedy recovery. Karl Durr had a little mishap when he fell off a ladder but was lucky in only suffering some bruises along with a few aches and pains. Sorry to report Louis Villano was taken to St. Anthony's Hospital, results of a heart attack. Hurry and get well, Louis.

The next meeting will be Nov. 18. The ladies will serve homemade pies, and Bingo will be the entertainment.

The Dec. 16 meeting will be the Christmas party with an exchange of gifts with a \$1.00 limit.

Suggestions

Suggestions received for review and discussion:

17108	20594	31126
19385	20702	31158

The following suggestions were received and for various reasons not adopted:

19384	31156
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Last month's winner was W. D. Vaughan, retarder operator, Grand Junction.

Green Light

The Grande People

By Ann Eckberg

Retirements

Barron, Mike, Cedar, Sect. Laborer, 27, April 30.

Calton, Marlon, Salt Lake City, Carman, 47, Aug. 19.

Cesario, Charles, Pueblo, B&B Carpenter, 31, Jan. 16.

Connor, Charles, Grand Junction, Trainman, 26, Jan. 10.

Dyke, Hazel M., Grand Junction, Manager and Wire Chief, 48, Aug. 9.

Eastes, Wilburn R., Salt Lake City, Telegrapher, 45, Sept. 1.

Harper, Mars L., Denver, Switchman, 43, Aug. 6.

Klumker, Ada A., Salt Lake City, Coach Cleaner, 24, Aug. 16.

Lupo, James, Grand Junction, Fireman, 28, June 17, 1970.

Martinez, Sostenez, Durango, Coach Cleaner, 26, June 17.

Osse, Arthur A., Denver, Car Foreman, 48, June 5.

Palfreyman, Jess, Salt Lake City, Clerk, 45, Aug. 7.

Thomas, Henry W., Provo, Signal Maintainer, 35, Nov. 21, 1970.

Losses

Beauregard, Medford G., Salida, Switchman, 88, July 29.

Chaney, Charles W., Denver, Boilermaker Helper, 78, Aug. 1971.

Estes, Ethan A., Denver, Trainman, 71, Oct. 1.

Frankenberg, Armin J., Denver, Loco. Engineer, 59, Sept. 30.

Gasca, Miguel A., Alamosa, Sect. Laborer, 55, Oct. 11.

Helbach, Charles E., Salt Lake City, Switchman, 44, Oct. 2.

Hilliard, Harry H., Denver, Yard Clerk, 82, Oct. 19.

King, Walter H., Salt Lake City, Machinist, 55, Oct. 4.

Maize, Robert J., Pueblo, Loco. Engineer, 85, Oct. 1.

Peters, Joe, Denver, Mech. Laborer, 62, Oct. 26.

Shumaker, George C., Alamosa, Loco. Engineer, 87, Oct. 7.

Stice, Leo H., Bond, B&B Carpenter, 70, Oct. 15.

Ward, Elliott H., Salt Lake City, Trainman, 67, Oct. 17.

Westlake, John W., Belleville, N. J., Dist. Frt. and Pass. Agent, 72, Oct. 1.

Young, Stanley, Grand Junction, Loco. Engineer, 28, Oct. 24.

Credit Union Manager Mrs. E. Harvey Retires

Mrs. Elizabeth Harvey, manager of the Denver Rio Grande Credit Union, retired October 29 after more than 22 years managing the finances of Rio Grande employees.

Mrs. Harvey is well known throughout the Rio Grande Railroad and Motor Way system as she received many phone calls from many who had never had personal contact with her. She had the capability to analyze each individual, their wants and their needs, and give them some sound advice as to how they should handle their financial affairs.

Many will miss her knowledge and help.

Best wishes go with her in her retirement. She plans to make her home at Monticello, Utah.

District Manager C. M. Wildt Retires

Charles M. Wildt retired on October 30 as district manager at Pueblo with 45 years' service on the Rio Grande.

Charlie, as he was so well known throughout the Rio Grande System, began his railroad career as a messenger at Denver. He held positions as record clerk, patrolman (a position he had trouble shaking as he kept getting



"bumped" back to it), train clerk, M&S clerk, rate clerk, switch bill clerk, asst. claim clerk, general clerk, revising clerk, chief bill clerk, transferred to city freight agent, and in 1950 was appointed commercial agent with headquarters in Denver.

In 1955 he was appointed general agent at Cincinnati, Ohio; in 1966 appointed asst. general traffic manager at Pueblo; and named district manager there in 1968, a position he held at retirement.

Charley is a Kentucky Colonel of some renown. He claims to be an authentic Kentucky Colonel. There are a few basic requirements, one of which is the partaking of mint juleps. It is a special recipe: Take a tall frosted glass, sprigs of mint, fill glass with crushed ice and fill with bourbon. After drinking three of the mint juleps, and if you can answer the examiner's questions coherently, you have passed the first test in qualifying.

Charley has made many friends during his railroad career.

Future plans are to visit a son at Jacksonville, Florida. What the future holds, he is not sure, but he plans to keep busy and take advantage of every opportunity. Best wishes for a long and fruitful retirement are the wishes of his many friends and co-workers.

Helper Vets

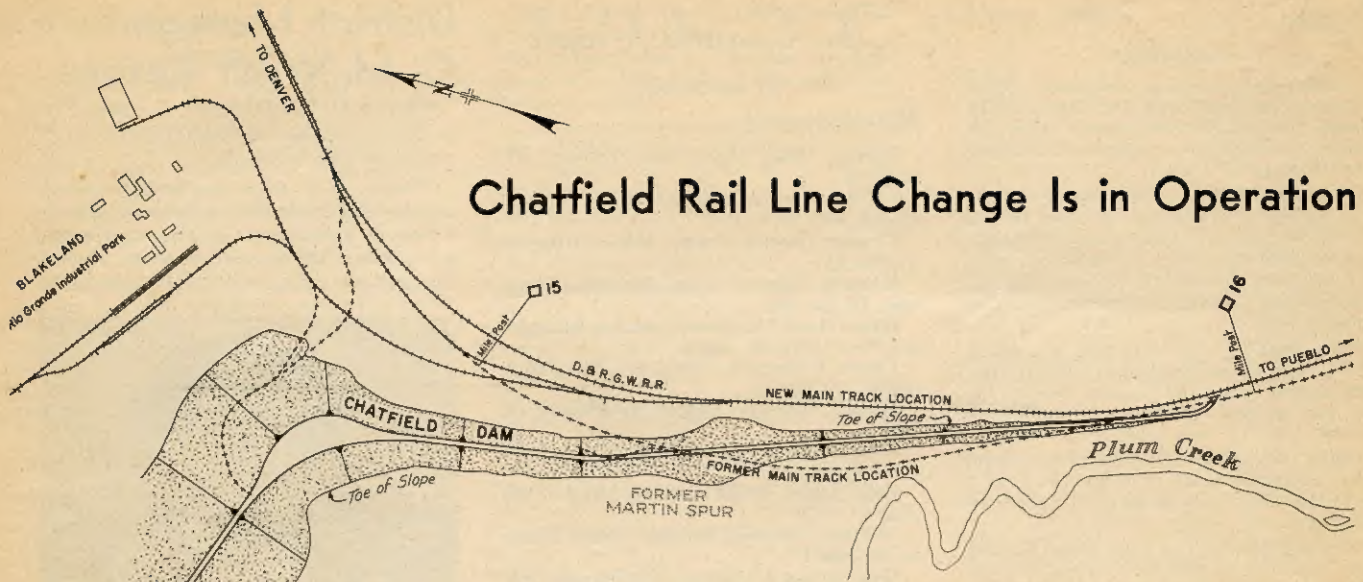
By Dom Juliano

Desmond Peckham, president of the Helper Vets Club, and Ruby Willis, president of the Ladies Auxiliary, wish to thank all those who helped with the recent convention, and a special thanks to the Grand Junction Club for their help.

Rio Grande Day was held at the Elks Home at Price on Oct. 10. There were 90 members present who enjoyed a delicious dinner and good entertainment.

The next Vets affair will be the Kids' Christmas Party on Dec. 19, at 5:00 p.m. at the Helper Civic Auditorium.

Chatfield Rail Line Change Is in Operation



CHATFIELD DAM is located 15 miles south of Denver where construction of the flood-control dam necessitated moving Rio Grande's southbound main line.

After the disastrous flood in 1965 when a tornado-spawned cloudburst sent normally peaceful Plum Creek roaring out of its banks, racing toward its confluence with the Platte River, taking everything along with it on its northward way through Denver where damages ran into the millions, Congress authorized the construction of Chatfield Dam. The Army Corps of Engineers was assigned the task of having the dam constructed.

Chatfield was once a station on the Colorado & Southern narrow gauge railroad located between Littleton and Waterton, on the line that ran from Denver up Platte Canyon to South Park.

Work began on the dam in 1967 with construction of the cutoff trench. Over 20-million cubic yards of earth and fill are to be moved in constructing the 188-foot-high dam over the stream bed. When completed, the dam will have a total gross storage capacity of 235,000 acre feet

of water. For comparison, Cherry Creek Dam, located southeast of Denver, has a 96,000 acre feet capacity.

In constructing the dam it was necessary to relocate approximately two miles of Rio Grande's main line 15 miles south of Denver (see map). The new roadbed was built on higher ground, new ties and welded rail were used as well as other new track material. The line change was in operation during the month of September.

Two other railroads, the Santa Fe and Colorado & Southern, use Rio Grande rails in this area and it is the main line on the southbound move. A new lead track was also constructed to serve Rio Grande's Blakeland Industrial Park located below the dam.

Total cost of construction of this government-sponsored project will be approximately \$500,000 when completed. The dam site, in addition to serving as flood control, is expected to be a planned recreational area.



CHECKING OUT A NEW SIGNAL on the line change are Earl Curtis, signal supervisor, far left, and Miles Stanley, signal inspector, far right, while the inspection group look on.



THE LINE CHANGE looking to the northwest. The old line followed the telephone poles in the left of the photo. Water from the dam will create a lake, which may be used for recreational purposes, will cover the area beyond the trees on the left. Looking closely, an inspection of the line change by Bert Byars, assistant to Chief Engineer; Mike Kenyon, assistant to Chief Engineer; Art Black, division engineer; and Al Baker, roadmaster, was made prior to its acceptance by the railroad.



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